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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 34. CLEVELAND. O., AUGUST 26. 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

John W. Averill has chartered the tug S. A. Pelton to run in his fish business.

The schooner C. H. Johnson went on Smith's boxes to have her bottom recalked.

Murphy's tug Gladiator has been tied up at Milwaukee by Messrs. Lindsley for a coal bill of $851.

George Parish is at work on a yacht, modeled after the Daisy, 30 feet 6 inches long. Messrs. L. H. Ware and D. Mix will each own a third interest.

L. Presley of the firm of Presley & Arthur, coal dealers, who has been afflicted with rheumatism a number of weeks, is now much better and is able to attend to business.

The tug John Gordon, recently purchased from Chicago parties made her appearance at this port on the way to Ashtabula Harbor. She went into Globe drydock to have her shaft straightened.

The propeller Raleigh, Captain Mack, with consorts Lucerne, Niagara and B. F. Baker arrived down with ore. The Raleigh is making excellent time this season and has proved a good investment.

At Globe drydock the schooner A. Boody had her bottom recalked. The barge Alta had bottom recalked, new plank in her bottom and new timber heads. The tug John Gordon had her shaft straightened.

The Saginaw tug Tom Maytham, which arrived here with a tow last week has been sold to Kennedy & Collier for $5,000. The A. P. Dobbins will take her tow back to Bay City and will run in that trade the balance of the season.

Harvey Brown, Esq., has contracted with the Globe Iron Works Company, for a steel freight steamer to be 259 feet keel, 274 feet over all, 37 feet beam and 23 feet depth. The machinery will be compound 27 and 50 by 36 inch stroke.

The new yacht Marietta took a spin on the lake Tuesday and being favored by good wind made it pleasurable for all on board, although but part of her canvass was spread. When the addition to our breakwater is completed yachting will come into more general favor.

Messrs. Moore & Bartow have contracted with Quayle's Sons, for a freight steamer to be 240 feet keel, 255 feet over all, 40 feet beam and 20 feet depth. The Globe Iron Works Company, will build the machinery, which will be duplicate of that in the James Pickands, 28 and 50 by 42 inch stroke, and two Otis steel boilers.

Captain John Pringle of Marine City, who was in Cleveland yesterday, has gone down to Buffalo. Captain Pringle has sold the fine new steamer Simon Langell to Eugene Smith of St. Clair. The Langell is chartered for ore from Two Harbors to Chicago and will be sailed by Captain Cornwell.

On her recent visit to this port the steamer J. H. Outhwaite, Captain Nelson, run up all her flags, including the international signal code. A Chicago vessel admiring the display saluted the Outhwaite. If the display of more bunting by all of four lake boats would be indulged in our harbors would present a lively appearance.

The fourth and last lake matinee excursion of the season, on the new palace steamer City of Cleveland, arranged and conducted by J. W. Butler, will be given on Saturday afternoon August 28th. The steamer will leave her dock 23 River st. at 2 p. m. returning at 6, music by K. of P. band and orchestra. The afternoon lake ride is the most delightful trip of all.

Messrs. Speigel Bros., whose card appears on another page, have been doing a fine boat trade during the season, in grocers, and bakers and vessel supplies and fresh and salt meats of all kinds. Their store is at 30 and 32 River street, opposite the Detroit boat landing. Orders promptly filled and delivered. Give them a call.

Inspectors McGrath and DeWolf have received the following from the office of the supervising inspector general of steam vessels at Washington: "The attention of the department having been called to the frequent repetition of trips made by inspectors to perform a single inspection of a steamer and their charges thereof in their personal expense account, it is hereby ordered that hereafter when more than one trip is made for such inspections, and the fault therefor is through the failure of the agents or owners of the steamers to have such steamers properly equipped and ready for inspection at the dates indicated by themselves in their written applications, the actual expenses of the inspection for the succeeding trips must be defrayed by the owners or agents of such steamers, and the inspectors are authorized to collect the same accordingly, giving receipts therefor in every case.

BAY CITY.

Special to the Marine Record.

The new steambarge W. B. Stafford loaded salt at Hotchkiss & Company's mills for Chicago Saturday.

It is estimated that the output of salt from the Saginaw Valley this season will amount barrels to 3,700,000.

The Wells store mercantile company, of Saginaw, have purchased some river front at Saginaw from Captain Thos. M. Hubbell and will erect there a large grain elevator. Buck & Hubbell, the dredge men have already begun the work of excavating for the new enterprise.

McKinnon & Company are about to put in a large set of tug slings near their works. The slings will be able to lift an ordinary barge, one end at a time.

No less than seven steambarges and their tows arrived in the river Saturday and Sunday.

The steamer Lucile is now giving regular Sunday excursions to Point Lookout, leaving about two hours ahead of the steamer Metropolis.

The tug Tom Maytham and four barges left the river Friday bound for Cleveland. Captain Bell, of the Maytham, says his craft surprises some of the boys, by the way she brings the barges through the rapids.

The log barge Wahnapatae arrived in the river Thursday with another load of logs for the Saginaw Salt & Lumber Company. The tug Peter Smith, that is towing the immense craft is giving the best of satisfaction.

It is said that Captain Armstrong, of fire tug fame is to build a new boat for patrol work at Duluth harbor, when he has secured a five year contract for two boats.

A party of hunters discovered a gun and the wreck of a row boat on the beach between Neamquane Point and Tobico Bay on Saginaw Bay. It is feared some hunter has perished in one of the severe storms which has taken place in the past six weeks.

SHAW.

ASHTABULA HARBOR.

Special to the Marine Record.

Captain W. W. Starkey, of this port, left here on the 19th for a month or six weeks' vacation, up the lakes. He will stop a few days at Detroit and other ports. Captain Starkey is well known to the marine public, and will no doubt meet a good many of his old friends during his visit. S.

CLAYTON.

Special to the Marine Record.

Lake shipments were small last week.

There are about two hundred members of the American Canoe Association here and more are expected this week. The boys are having a big time.

A number of fine steam yachts are now upon the river.

If some of the owners of those propellers would advertise a grand excursion to the St. Lawrence river, it would be a paying investment, and give the Cleveland people one of the grandest rides in the world. If one such trip were made others would follow in after years. B.

CHICAGO.

Special to the Marine Record.

Captain N. Nelson, of the schooner T. Y. Avery, wishes to express his heartfelt thanks to the captain and crew of the Kenosha life saving station for their excellent services, rendered on board his schooner on the 15th and 16th of August.

The steambarge White & Friant, Captain C. T. Brown, made her first appearance at this port this season on Monday, with 325,000 feet of lumber from Barraga. Her consorts, the Sunshine had on 526,000 feet, the Crosthwaite 450,000 feet, and the Oneonta 500,000 feet of lumber.

Captain George Jewell, of the tug J. G. Van Schaick, received the sad news of the death of his son George Jewell, Jr., at Kansas City on Monday. He was aged 19 years, and was formerly a clerk in the Vessel Owners Towing Company's office. He was a young man of great promise, much liked and respected.

Captain D. Moffat left Chicago Saturday night last with the tug John Gordon, bound for Ashtabula Harbor.

We are greatly pleased to mention that Captain David Cochrane, of the pleasure steamer John A. Dix, is so far recovered as to be able to be around again.

Captain James McIlwee has taken command of the schooner Emily B. Maxwell. She is at Miller Brothers' shipyard getting a new mainmast.

Captain Peter Johnson, of the schooner Thomas Parsons, of Buffalo, wishes to express his thanks to the captain and crew of the life saving station at Evanston, for their promptness in going out to his vessel and preventing him from getting into danger. The schooner was laden with 760 tons of coal, and there were only 12 feet 4 inches of water at the pier, and but for the life saving crew giving Captain Johnson warning, the schooner would have gone aground and received damage.

The steambarge Emma Thompson, which was sunk at Grand Haven, has been raised and arrived here in tow of the Annie Laura.

The C. J. Magill lost her jibboom Friday night. The loss proved to be rather expensive, as the vessel was loaded and ready to leave port as soon as her master returned from the custom house with his clearance.

Dunham has sold the Elgin to Frank Bodan for $2,500. He purchased her recently for $1,225, had her enrolled as a vessel of the United States, and then put her up for sale Captain Tony Eberts has taken the command. The vessel's name has been changed to Oakland, and she will be converted into a tow barge to consort with the New York.

William McLaughlin has sold the tug John Gordon to John Downs, of Fairport, for $8,500. Captain Downs will take the Gordon to Fairport at once.

S. A. Murphy, of Detroit, was in the city last week visiting J. S. Dunham.

Captain Prindivill's yacht Wasp has left for Port Huron in charge of his son Redmond.

Collector Seeberger has received a communication from Secretary Fairchild announcing the perfect legality of the recent action of the Canadian propeller California in taking on passengers at Cleveland, giving them tickets to Windsor, and upon quitting that place giving them tickets to Chicago, thus avoiding the United States statute prohibiting foreign vessels engaging in the American coastwise passenger carrying business. This opens a new field to the Canadian steamers, especially those running between Montreal and Chicago, and it is presumed they will do a flourishing business hereafter.

At Miller Brothers drydocks the schooners Ironsides, S. A. Wood and John Raber, scow Selt, tug Van Schauck and steambarge Emma E. Thompson were in to have leaks stopped; the schooner T. Y. Avery for some new frames and ceiling, outside planking, refastening and recalking; the tug John Gordon had her stern bearing fixed and wheel repaired; the tugs Satisfaction and R. Tarrant had their stern bearings fixed; the tug M. Shields received a new shoe and new wheel; tug E. P. Ferry had her wheel repaired; the schooner Annie Thore was in dock for calking; the schooner North Star to have a leak stopped; the tugs Chicago and Bob Teed were at the derrick and had their stern bearings fixed; the schooner Mary Lyon received a new foremast; the tug Uncle Sam considerable repairs to her pilot house; the schooner Rising Star a new foremast; schooner Jason Parker a new center board; the steambarge Nassau a new mast; the schooner S. J. Magill a new jibboom; the schooner Maggie Thompson a general overhauling.

At the Chicago Drydock Company's yard the schooner Thomas Howland was in to have a leak stopped; one of Fitzsimmons & Connell's scows for recalking; the steambarge City of New York for calking; the scow South Haven for a new bow; schooner Arctic for calking; the schooner Ostrich received a new foremast and bowsprit; the steambarge S. H. Johnson a new mast and repairs to bow; the schooner Imperial a new gaff; the steambarge Argonaut a new pmast and gaff.

Aaron F. Leopold, for many years connected with the Lake Michigan and Lake Superior line of steamers, lies at the point of death in this city. He is 63 years of age and quite wealthy.

Ore freights have advanced to-day to a basis of $1.20 from Escanaba to Cleveland. Grain freights were steady at 3¼ cents for wheat and 3 cents for corn to Buffalo.

WILLIAMS.

TOLEDO.

Richard Hallaran, head of the well known commission house of R. Hallaran & Company of Toledo, died Monday evening at his residence in that city. Mr. Hallaran was one of Toledo's most enterprising and benevolent citizens. He was an extensive owner of vessels upon the lakes, his investments all tending towards building up the trade and commerce of the city. Only a few weeks ago he generously contributed $5,000 toward the Adams street mission, which is only an illustration of the manner in which he was disposed to aid all worthy objects.

The steamer Ingwersen was discovered to be on fire, just inside of Turtle light at the mouth of the bay, at 4 o'clock Wednesday morning. The captain, engineer, and one man were on board at the time and barely escaped with their lives. All efforts to save the vessel were of no avail, and it burned to the water's edge. The steamer was owned by J. C. and J. H. Davis, of this city, and was valued at $5,000. Insured in the following companies: North American, $2,000; Farragut, $1,000; Security, $1,000.

PUT-IN BAY.

Special to the Marine Record.

The steambarge Fred McBrier, of Erie, which grounded on the reef, on the east point of Middle Bass island, Lake Erie, on Thursday evening last, was released Sunday about noon by the river tug Crusader, after being partly relieved of her cargo by lightering it on to a small schooner. She is loaded with coal, and bound from Sandusky to Portage, Lake Superior. The tug Crusader, which went to the relief of the McBrier, and ran on a reef near that on which the steambarge got stuck, has also been released. B.

COLLINGWOOD.

The schooner M. L. Breck has been docked at Collingwood for damage received by getting on a reef in getting out of Georgian Bay. She had on at the time lumber from Bying Inlet. As a result of her misfortune she is now receiving some new keel, new fore foot, new stem, new stay and jib sails, and a through examination and recalking of her bottom.

[*Continued on 5th page.*]

MARITIME LAW.

NEGLIGENCE—OCCUPIER OF PIER—HOW CHARGED GENERALLY—OBLIGATION TOWARDS INTRUDERS.

Circuit Court, S. D. New York. June 28, 1886.

A party now enjoys the exclusive privilege from the owner of a pier to use such pier in his business, though under no obligation to the owner in regard to repairs, assumes the duty of those invited there, to do business, not to expose them to peril by reason of defects in the condition of the premises known to him, or which, by reasonable diligence, would be known.

One who occupies, and has the exclusive use of a pier for loading his coal is not responsible for damage to a barge caused by a defect in such pier, when the barge, having received its load some time before, had no business at the pier at the time the damage occurred, and was injured by a defect that did not exist during business hours.

Wallace, J. The district court awarded damages to the libelant for the injuries to the scow barge and her cargo, occasioned by the sinking of the barge in consequence of being punctured by a spile which projected from the bottom of the slip, and directly under the place where the barge had taken her cargo. The defendants have appealed.

Although the appellants were not the owners or lessees of the pier, and were under no obligation, as between themselves and the owners, to make repairs, or remove any obstruction in the slip, inasmuch as they enjoyed the exclusive privilege from the owners of using the pier and the adjoining slip for shipping their coal, and had to that extent the control and occupation of the premises, they assumed the duty towards those whom they invite there for the transaction of business not to expose them to hazard from any defects in the condition of the premises known to themselves, or which, by the use of reasonable diligence, should have been known. Their superintendent knew, and they were therefore chargeable with notice, of the existence of the spile, because, about three weeks before the occasion in question, another boat, the Getman, while lying at the same place, was struck by the same spile. On that occasion the Getman had taken on her cargo in the morning, the loading having been completely by 11 o'clock, but no tug came to take her away; and she remained there until half past 2 o'clock p. m., the tide in the mean time going down until it was somewhat more than half ebb, when she struck this spile. Her captain succeeded in getting her off without serious injury, but the attention of the appellants' superintendent was called to the occurrence.

If the scow had been injured by this obstruction while being loaded at the pier, or while going to it or away from it in the prosecution of the business which called her there, the case of the libelant would be clear. But the evidence is that her loading was complete at half past 4 o'clock in the afternoon, when the water was a little below high tide, and the accident happened about half past 9 in the evening, when the tide was low ebb; and if the scow had been removed from the place where she was loaded within a reasonable time after the loading was completed, she would not have been injured. When the tide went out, the scow settled down upon the spile, which projected about a foot from the bottom of the slip, and sufficiently far to puncture the boat at that condition of the water. The place was entirely safe, under ordinary circumstances, notwithstanding the existence of the spile. The captain of the Getman testifies that he had loaded his boat there 40 times without discovering the spile, and, although boats were being constantly loaded there, there is no evidence that any of these had ever encountered the spile except the Getman. It was only when the tide was at half ebb, or when, owing to some other cause, the water was low in the slip, that the place was not safe.

According to the usual course of business, the master of the scow should have hauled her away from the place where she was being loaded, when the cargo was fully delivered, to make way for other boats. Indeed, he had been expressly directed by the detendants' superintendent to move out of the berth when loaded, because another boat was expected to come in that afternoon. The master of the scow subsequentiy ascertained from the master of the other boat that the latter did not intend to begin loading that night, and assuming, doubtless, that there was no necessity for moving his boat away, as the other boat was not to be haulded in, took the responsbility of permitting his boat to remain at the pier. He testifies that he asked permission of defendants' superintendent to allow his boat to remain there over night, and that the superintendent consented; but in this he is contradicted by the superintendent, and the latter's testimony is measurably corroborated by other testimony.

The only liability of the defendants grows out of their duty arising from their implied invitation to others to use the pier for the transaction of the business to which the pier was appropriated. Their invitation was spent when the boat's business at the pier was finished, and a reasonable time had elapsed to enabled her to move away. After that she remained there at her own risk. It is not necessary to hold that she was there against the permission of the defendant's superintendent, the defendants were not under any obligation to concern themselves for her protoction. Under such circumstances, the law imposed no duty upon the defendants except the general duty which every man owes to others to do them no intentional wrong or injury.

The case is quite analogous to that of Morgan v. Pennsylvania R. Co., 19 Blatchf. 239, S. C. 7 Fed. Rep. 78, (decided in this court.) There the plaintiff, while crossing the grounds of the defendant, fell into an unprotected pit, and was injured. He had often crossed there before, and others had done so. It was held that there was no invitation, and therefore that the defendants was not liable for the injury.

Owners of private property are not responsible for injuries caused by leaving a dangerous place unguarded, when the person injured was not on the premises by permission, or on business, or other lawful occasion, and had no right to be there. One who thus uses another's premises cannot complain if he encounters unexpected perils. Hounsell v. Smyth, 7 C. B. (N. S.) 731; Bolch v. Smith, 7 Hurl. & N. 736; Gautret v. Egerton, L. R. 2 C. P. 371; Nicholson v. Erie Ry. Co., 41 N. Y. 525; Sutton v. New York Cent. R. C. Co., 66 N. Y. 243; Johnson v. Boston & M. R. R. 125 Mass. 75; Hargreaves v. Deacon, 25 Mich., 1; Pittsburg, etc. Ry. Co. Bingham, 29 Ohio St. 364; Parker v. Portland Pub. Co., 69 Me. 173.

The libel is dismissed, with the costs of the district court and of this court.

AVERAGE BOND.

Following is the form prescribed by the Association of Average Adjusters of the United States.

WHEREAS, it being represented that the.....whereof.....is, or lately was, Master, having on board a cargo of..... in which we are interested as owners, shippers or consignors.....sailed from.....on or about the....day of.....18.. bound for.....and in the course of her said voyage.....

.....

.....

and that thereby certain losses and expenses were incurred, and other and further losses and expenses, consequent thereon, may be a charge, by way of general average or otherwise, upon the vessel, her freight and cargo, or either of them.

Now, therefore, we the subscribers, owners, shippers or consignors of such of the cargo of said vessel as we have severally described and set opposite our respective signatures hereto, in consideration of the premises and of the delivery to us respectively of such cargo, or so much thereof as may be saved, without retention pending an adjustment of said losses and expenses, do hereby, for ourselves, our respective executors and administrators, severally and respectively, but not jointly, nor the one for the other, covenant and agree to and with

.....

Owner or Agents of the owners of the said vessel and with one another that the losses and expenses aforesaid, or so much thereof, as, upon an adjustment of the same, to be stated by.....

.....

according to the laws and usages of this port in similar cases, may be shown to be a charge upon the said cargo, or upon any of the cargo of said vessel which may be received by us, shall be paid by us respectively, according to our several and respective parts or shares thereof, unto the said..... when such adjustment is completed and due notice given thereof.

Provided, however, that if any of said cargo has been shipped under bills of lading containing an agreement that the York Antwerp Rules shall be the rules of adjustment, such agreement shall not be affected hereby, but in all other respects this bond shall remain in full force.

This bond may be executed in several parts of like tenor and date, the whole of which are to constitute but one bond, with the same effect as if each of said parts were severally signed by us.

IN WITNESS WHEREOF, we have to these presents respectively set our hands, in the city of.....this.....day of..... one thousand eight hundred and.....

SIGNATURES.	DESCRIPTION OF MERCHANDISE.	INVOICE VALUE.

LITERARY NOTICES.

HARPER'S MAGAZINE for Septen ber is a strong number, richly and attractively illustrated. The reader will naturally turn first to Mr. Charles Dudley Warner's delightful serial, "Their Pilgrimage," the scenes of which for this monthly part are at Long Branch, Ocean Grove, Saratoga, and Lake George. Mr. Reinhart's spirited drawings (one of which—"Saints in the Surf"—serves as frontispiece to the number) add much to the attractiveness of the story. Thomas Wentworth Higginson contributes an entertaining chapter of American maritime history in his article on 'Old Salem Sea captains," which is very effectively illustrated. It would be difficult anywhere to find an equally remarkable record of naval adventure and commercial enterprise. This number contains the sixth part of Mr. Blackmore's new and exciting novel, "Springhaven," illustrated by Alfred Parsons and Frederick Barnard. Dr. Richard T. Ely finishes in this number his articles of the railway problem with a consideration of "The Reform of Railway Abuses." Rear-admiral Edward Simpson, U. S. N., contributes an important paper on "United States Docks and Navyyards." The Editor's Easy Chair, by George William Curtis, the Editor's Study, by W. D. Howells, and the Editor's Drawer, conducted by Charles Dudley Warner, are filled with entertaining matter, completing a number of unusual variety and interest.

A better number of the ATLANTIC than that for September the regular reader of the magazines will seldom find. One of the first things the readers will turn to is a story by Rebecca Harding Davis, entitled "Mademoiselle Joan." Besides these articles there is a clever study, "The Saloon in Politics," which shows what a factor the saloon is in our political questions, written by George Frederic Parsons. Mr. Frank Gaylord Cook contributes a paper on "The Law's Partiality to Married Women." Those more literary in their taste will be attracted by Philip Gilbert Hamerton's second paper, in his series "French and English," in which he compares the two nations; and the second volume of "Grant's Memoirs." For the student of history Mr. Fiske's article, "The Paper Money Craze of 1786," will prove agreeable reading; while for the novel reader there are the installments of Bishop's "Golden Justice," of Miss Murfee's "In the Clouds," and, last but not least, of Henry James's powerful story, "The Princess Casamassima," now drawing to an exciting climax. There is, also, some excellent poetry, together with the usual departments of brief criticism and the Contributors' Club. Houghton, Mifflin & Co., Boston.

A NEW STEAMER.

An order for iron plates has been given to one of our rolling mills by John Dougherty, of Mt. Union, Pa., for use as an experiment which is expected to revolutionize travel by water. The plates are to be used by Mr. Daugherty in constructing the folding paddels for a patent rapid transit steamboat which he is about to build on the Allgheny river. When complete the boat will make a trip to New Orleans to prove the practicability of the idea. The boat which is to test the usefullness of this patent is to be 33 feet wide 165 feet long on the water line, and 175 or 180 feet long on the deck, and will be built entirely of wood. Its weight without the engine will be 45 tons, and when it has on board engine and 350 passengers its draft of water will be less than 6 inches. On each side of it will be two folding paddles, sink deep into the water. The paddles will be opened when going forward so that they will move the largest possible body of water, but the change to the backward motion will, by the agency of springs, close the paddles, and thus reduce the resistance to minimum, there will also be under the center of the vessel propelling poles which are intended to drive the vessel through shoal water by striking the bottom of the river. Mr. Dougherty calculates that his patent will so greatly increase the speed in traffic on the rivers that he will be able to make the trip from Pittsburg to New Orleans and back in a week, the time now taken by the fastest boats no make the round trip to Cincinnati. The present venture is made on a river, not because the inventor believes that folding paddles cannot be used on the ocean but because he wants to make his first trial on water free from waves. When he has once put his principle successfully into practice he will set to work to apply it to ocean travel. He is confident that he will be able to reduce the time occupied in crossing the Atlantic by the shortest route, that from Southampton to Halifax, to twenty-four hours, and that from Halifax to Calcutta to ten days.

Subscribe for the MARINE RECORD.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, August 16, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Aug. 14, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Tonnage. Net.	Home Port.
			SAIL VESSELS.			
3.353	K D M G	Sc.	Benjamin F. Poole,	1155.07	1098 65	Providenee, R. I.
3,354	.....	Sc.	Blue Wave,	8 76	8.33	South Haven, Mich.
135,895	.....	Sl.	Emily B.,	10.34	9 84	Norwich, Ct.
91.859	K D M F	Sc.	Monitor,	110.02	104 02	Gloucester, Mass.
150,378	K D M C	Bknt.	Priscilla,	643.82	611.63	Baltrmore, Md.
110,705	.....	Sl.	Rambler.	13.66	12 68	Chicago, Ill
145.425	.....	Cat.	Thomas H. Bennett,	6 21	5.90	Philadelphia, Pa.
			STEAM VESSELS.			
76,624	.....	St. s.	John A. Carnie,	63.77	31 89	New York, N. Y.
140.835	.....	St. s.	Lydia,	26 30	13 15	Albana, N. Y.
110 706	.....	St. yt.	Relief,	....	14 18	Trenton, N. Y.
116.114	.....	St. s.	Spray,	17.76	11.08	Aloxandria, Va.
145,426	.....	St. s.	Transfer No 3,	130.51	65.26	Philadelphia, Pa.
161.557	.....	St. s	Vernon,	694.94	560 41	Chicago, Ill.
81,125	.....	St. y.	Wonder.	24.99	18.94	New York, N. Y.
			UNRIGG'D VESSELS.			
34 154	.....	Barge.	Capt Anning Smith,	411 52	411.52	New York, N. Y.
48,556	.....	B. bt.	Louise Wood,	112.27	106.66	Whitehall,
67,255	.....	Barge.	N. C. Fonda,	398.02	398 02	New York, N. Y.
56.567	.....	Barge.	Richard W. Birdsall,	188.23	178.82	do do
62.879	.....	C bt	Wm H. Whitney.	26 30	13 15	Buffalo, N. Y

JARVIS PATTEN, Commissioner of Navigation

A MISSISSIPPI RIVER RAFT.

UPPER MISSISSIPPI RIVER,
August 18, 1886.

Special Correspondence to the Marine Record.

I am still second engineer on the same boat, and were it not for the extremely low water everything would be lovely; but we are having the lowest water since '64. To use a steamboat phrase, there are hardly three feet in the channel; that is, a boat, drawing over three feet, could not reach St. Paul, nor could she go half-way there even. True, the larger packets still run, though they go up and down the river light, taking their freight on barges. To the lake vessel men it may appear strange when I say that such boats as the Pittsburgh, Mary Norton, and other mammoth stern-wheel steamers, registering from 800 to 1200 tons, in fact, three-boiler boats, can skim up over thirty inches of water, and will carry a good load on three feet, yet such is the case, nevertheless.

I am now on the way down with a lumber raft, containing fifteen strings, rafted twenty-four and twenty-six deep. A string of our lumber measures 289 feet long by 14 feet wide, making our entire raft 210 feet wide and 289 feet long, and drawing about twenty-six inches of water. The steamboat draws, when trimmed up with fuel for twenty-four hours, about twenty-eight inches, so that the steamboat can not follow the raft everywhere. Inasmuch as the channel is hardly wide enough for a steamboat, we cut our raft in three pieces at Stillwater, where we got it (after taking it from the mill string at the time, dragging some of it over fifteen inches of water). Below the Stillwater bridge we made a double-header; that is, we put one-half ahead of the other, making our tow 578 feet long by 105 feet wide. We were four days getting our raft out, and a half day towing the double header six miles down the lake to the Hudson bridge, where we cut up into three pieces, towed around Willow river bar, where the water is so shallow and transparent that one could see the bottom of the boat. This bar is in the shape of a crescent and very narrow, and we got around by poling the bow of the raft around. On each of the three trips down, a distance of about a mile, we pulled the boat up over the bunch (high place on the bar) by the capstan. Coupled up, after three days and nights' work, fifteen strings wide and towed twenty miles, to the foot of Lake St. Croix, where we took one-half and towed thirty miles to the head of Lake Pepin. Lost twenty hours for wind, then towed the two pieces into the lake, coupled up, and in fourteen hours had reached the foot of the lake, having towed twenty-five miles. Again, cut up into three pieces, and with one extra steamboat, lashed across our bow, dropped through the Read's Landing bridge, the bow-boat moving the bow of the raft from right to left, as directed by our pilot. The first hundred miles from the foot of the lake took eight days to run it, the raft being in three pieces. At one bar, above Buffalo shute, we had to run down to the shoulder of the bar, let the raft float, and, backing the boat away, put her down through the "hole." At this point the crossing, when going with a raft, is made from over a point into a deep bend, and they had to make preparations, not only to land the raft, (for the boat might stick and not be able to pick it up right away) but keep the bow from breaking up against the shore, for the crossing is a straight one from shore to shore. To effect a safe landing the check-line was coiled in a skiff on the stern while a jenney pole was prepared on the bow, the latter appendage being a pole about fifteen feet long, sharpened to a point on one end, and a line fastened to it about four

feet from the sharpened end. When the steamboat had towed down as far as was possible without striking, the lines were thrown off, the check line run ashore, and the jenney set. The latter operation consisted in two men plunging into the river and firmly imbedding the jenney in the sand while a third man chucked the bow out from the shore. Thus we make the trip, which is the way all the rafts (very few are run),are got down over this river during the extremely low water.

We expect to be forty days going from Stillwater to St. Louis, seven hundred and ninety miles. The chief engineer, after we had cut our raft into three parts, ordered me not to carry very much steam, as we were towing the raft under; so we cooled her down to 180 pounds, for the "boss" is a trifle particular, and does not want 'er too hot.

The low water compels us to carry, on this boat, a little more water than usual, as we have to stop our doctor (feed pump) every time the boat backs her wheel because the sand boils up so that it would clog our pump (doctor) valves. Many of the engineers obviate this by putting wells in the boat, and taking the supply from the well, which being divided into compartments, prevents the sand from reaching the pump.

THE SECOND ENGINEER.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXXXVI.

The following new vessels were commissioned in 1870, where built and by whom:

SIDE-WHEEL STEAMERS.

B. F. Ferris, 290 tons, Sandusky.
Bertha, 350 tons, Sorel, by White.
Corsican, 500 tons, Montreal, by C. Gilbert.
Milton D. Ward, 544 tons, Marine City, by Lester.

PROPELLERS.

P. H. Birckhead, 569 tons, Marine City, Lester.
Champlain, 437 tons, Ogdensburg, A. C. Keating.
R. G. Coburn, 900 tons, Marine City, Arnold.
Annie L. Craig, 889 tons, Gibraltar, Linn & Craig.
Belle Cross, 298 tons, Trenton, A. A. Turner.
Europe, 300 tons, St. Catherines, L. Shickluna.
James Fiske, Jr., 1095 tons, Buffalo, Mason & Bidwell.
Nelson Mills, 391 tons, Vicksburg, Lester.
Monitor, 105 tons, Detroit, Campbell & Owen.
Navarino, 550 tons, Manitowoc, H. Rand.
L. Shickluna, 295 tons, St. Catherines, Shickluna.
R. J. Hackett, 749 tons, Cleveland, E. M. Peck.
B. W. Blanchard, 1173 tons, Cleveland, John Martin.
Jacques Cartier, 65 tons, Detroit.
Delisle, 40 tons, Buffalo, Notter.
Forest City,809 tons,Cleveland,E.M.Peck.
Herald, 99 tons,Detroit,Campbell & Owen.
Josephine, 70 tons, Gibraltar, H. Alvord.

TUGS.

Bob Anderson 70 tons, Tom Brown, 40 tons, Anna P. Dorr 44 tons, J. A. McDougall 30 tons, A. MacMahon 46 tons, Mystic 121 tons, Wm. Ross 40 tons, M. Shields 34 tons, I. M. Stevens 18 tons, J. H. Tifft 25 tons, Velocipede 36 tons, C. F. Wadsworth 11 tons, Weitzell 25 tons, M. L. Bell 34 tons, A. Burton 25 tons, Challenge 17 tons, E. P. Fish 12 tons, Ontario 52 tons, B. W. Rice 11 tons, Standard 15 tons, M. F. Sutton 21 tons, Torrent 203 tons. Total tug tonnage, 963 tons.

SCHOONERS.

H. C. Abrecht, 237 tons, Manitowoc, Jas. Hanson.
American, 288 tons, Three Mile Bay, Asa Wilcox.
Laura Bell 269 tons, Toledo, Bailey Bros.
Alva Bradley, 649 tons, Cleveland, Quayle & Martin.
C. I. Davis, 63 tons, Sheboygan, C. Olson.
Dundee,210 tons, St. Catherines,Simpson.
C. Fitzgerald, 297 tons, Port Huron, E. Fitzgerald.
Flee, 60 tons, Pentwater, Sylvester.
Four Brothers, 198 tons, Manistee,Cornell.
Gibson, 217 tons, Buffalo, Gibson.
George Hand, 309 tons, Bangor, Hitchcock & Company.
J. C. Harrison, 518 tons, Cleveland, Quyle & Martin.
Robert Howlett, 165 tons, Grand Haven, Donaldson.
Industry, 55 tons, Manitowoc, P. Larson.
C. H. Johnson, 330 tons, Marine City, Wm. Morley.
Little George,55 tons,Sheboygan,C.Olson.
J. G. McGrath, 217 tons, St. Catharines, L. Shickluna.
M. McVea, 208 tons, Ganges, Jacobson & Company.
S. L. Mather,538 tons, Vermillion,Nichols.
A. C. Maxwell, 469 tons, Bay City, W. Crosthwaite.
N. McGilvey, 427 tons.
John Marks, 318 tons, Trenton, A. A. Turner.
J. B. Newland, 177 tons, Manitowoc, G. Henderson.
Fannie Neil, 451 tons, Port Huron, Muir & Company.
Orient, 319 tons, Tonawanda, Parsons & Humble.
George Oscar, 31 tons, Sheboygan, C. M. Olson.
Helen Pratt, 212 tons, Buffalo, Notter.
Reindeer, 305 tons, Detroit, Campbell & Owen.
Polly M. Rogers, 350 tons, Charlotte, Geo. Hardison.
Ritchie, 205 tons, Algonac, Chas. Hinman.
Sweden, 383 tons, Kingston
M.Tuttle,75 tons,Black River,Amos Pelow.
West Side, 324 tons, Oswego, Geo. Goble.
Colonel Hathaway, 93 tons, New Baltimore, John Que.
Marysburg, 150 tons, South Bay. Tait.
O. Shaw. 40 tons, South Haven, O. Shaw.
Russell, 630 tons, Toledo, Baily Brothers.
Shiawassee, 153 tons, Saginaw, Doherty.
L. W. Perry, 254 tons, Port Huron, E. Fitzgerald.
Admiral, 48 tons, Port Sarnia, A. Frink.
Advance,360 tons, Trenton, A. A. Turner.
Ant, 120 tons, Montreal, G. Tait.
Caledonia, 70 tons, Saugreen.
Cayuga,360 tons,Garden Island,H.Rooney.
Ella Ellenwood, 163 tons, East Saginaw, Ellenwood.
Garibaldi, 53 tons, New Liverpool, Hammond.
George, 100 tons, Montreal, G. Tait.
M. Hannah, 84 tons, South Haven, Finch.
Henry, 105 tons, Montreal, G. Tait.
Hotchkiss, 1001 tons, Collingwood, A. Morrill.
Jessie, 100 tons, Montreal, G. Tait.
C. G. King,457 tons, East Saginaw,Arnold.
Lauvina, 45 tons, Chicago, Fredrickson.
Live Oak, 46 tons, Wilson, Putnam.
Monticello, 316 tons, Detroit, Campbell & Owen.
Wm. Morse, 25 tons, Chicago, Wm.Morse..
Nemesis, 78 tons, Goderich, Marlton.
A. L. Potter, 276 tons, St. Clair, S. Langell.
E. Quinlan, 131 tons, Port Hope, J. Billingsby.
Riverside, 314 tons, Oswego, Miller & Co.
Wm. Smith,44 tons,South Haven,O.Shaw.
Snowbird, 95 tons, Spanish River, Smith.
Wyoming, 169 tons, Detroit.

Side-wheel steamers' tonnage, 1,684; propellers and steambarges' tonnage, 8,157; tugs' tonnage, 963; schooners and barges' tonnage, 14,742; total new tonnage, 25,546.

The following list gives the names of steam and sail craft which passed out of existence in 1870 or were recorded as total losses at the close of the season, where lost, and valuation:

Steamer Orion was wrecked at Grand Haven, $80,000.

Steamer T. F. Park was burned at Detroit, $12,000.

Propeller Wabash was sunk by propeller Empire State in Lake Huron, $100,000.

Propeller Guiding Star exploded at Port Maitland and seven lives were lost, $40,000.

Propeller Tonawanda foundered off Point Abino, $80,000.

Propeller Daylight was burned at Grand Haven, $4,000.

Tugs: Stag, Tornado, Challenge, Active, Kate Fletcher, Harrison, Union, Armstrong; total valuation, $26,000.

Bark Indiana was sunk in Lake Erie, $15,000.

Bark Sir E. W. Head was wrecked in Lake Erie and four lives were lost, $14,000.

Bark Badger State was wrecked at Sleeping Bear, $8,000.

Brig Michigan was wrecked at Point au Barque, $14,000.

Schooner Ellen Teal was wrecked near Chicago, $9,000.

Schooner Illinois was sunk by collision in Lake Michigan, $4,000.

Schooner Azoo was sunk by propeller Bristol in Lake Ontario, $40,000.

Schooner Flora Temple was wrecked at Racine, $3,000.

Schooner Norwegian was lost near Oswego, $18,000.

Schooner E. B. Garrett was sunk in Lake Ontario, $5,000.

Schooner E. S. J. Bemis was sunk off Port Stanley, $28.000.

Schooner Anna Henny was sunk in Lake Michigan, $45,000.

Schooner Bermuda was wrecked on Lake Superior, $25,000.

Schooner Flying Cloud was wrecked near Sodus, $13,000.

Schooner Joseph Cochrane was lost at Bailey's Harbor, $30,000.

Schooner Nellie Brown, was lost on Lake Ontario, $6,200.

Schooner Brittania was wrecked at Erie, $7,500.

Schooner Elyria was wrecked at Erie, and two lives were lost, $5,000.

Schooner Mary A. Rankin was wrecked at Port Colborne and one life lost, $4,500.

Schooner Wm. John was wrecked on Lake Ontario, $18,000.

Schooner Jessie was wrecked on Lake Ontario with eight lives lost, $27,000.

Schooner Leviathan was wrecked at Port Burwell, $6,000.

Schooner Carrington was lost in Green Bay, $14,500.

Schooner Jefferson was wrecked on Lake Michigan, $6,000.

Schooner C. T. Richmond was wrecked at Dunkirk, $11.000.

Schooner H. B. Steele was wrecked at Point Betsey, Lake Michigan, $3,000.

Schooner Comet was wrecked at Point Betsey, $19,000.

Schooner Ariel was wrecked in Georgian Bay, $16,800.

Schooner Hornet was wrecked at Good Harbor, Lake Michigan, $3,000.

Schooner Norway was lost at Muskegon, Lake Michigan, $4,000.

Schooner Mary Morton was wrecked on Long Point, 16,000.

Schooner Tartar was wrecked on Point au Pellee, $6,000.

Schooner Dauntless was wrecked at St. Martin's island, $23,000.

Schooner Hemlock was burned on the St. Lawrence, $5,000.

Schooner Mary Ann was wrecked at Marble Head, Lake Erie, $14,000.

Schooner Marquette was sunk by collision in the Straits, $23,000.

Schooner Henry Young was sunk off Port Stanley, $6,000.

Schooner Africa was wrecked on Round island, Lake Superior, $14,000.

Schooner Gould was sunk off Cedar island. Lake Erie, $1,700.

Schooner Ostrich was wrecked in Green Bay, $18,000.

Schooner Ellen White was burned at Black River, Lake Erie, $12,000.

Schooner Emma Blake was wrecked at Cleveland, $4,000.

Schooner Mary (scow), was wrecked at Cleveland, $3,000.

Schooner Kate was wrecked near Coburg, Lake Ontario, $5,000.

Schooner Mary Ann (barge), was wrecked on Lake Michigan, $4,000.

Schooner D. R. Braman was wrecked at Black River, Lake Erie, $5,000

Schooner Mohawk (barge) foundered in Lake Huron and four lives were lost, $4,000.

Schooner Sardis Burchard was wrecked at Point au Barque, $3,000.

Schooner Hercules (barge), was wrecked at the same time and place, $1,500.

Schooner Joseph A. Hollon was lost in Lake Huron with three lives, $11,000.

Schooner Kelly was wrecked at Windmill Point, Lake Erie, $9,000.

Schooner Ben Flint was wrecked on Lake Michigan, $18.000.

Total, $760'700. Hull and cargo are included in the above; loss and damage of cargoes otherwise, $210,700; grand total, $971,400.

Without enumerating the points where tugs were lost the others occurred as follows: Lake Erie 21, Lake Michigan 17, Lake Ontario 9, Lake Huron 7, Lake Superior and Georgian Bay each 1.

The steamer T. F. Park, which is enumerated among the total losses, was originally the Ploughboy, built at Chatham in 1851 by Eberts Brothers, and was 450 tons burden. Her first route was between Chatham, Detroit and Malden, commanded by Captain Walter Eberts, and afterward between Detroit, Windsor and Goderich, sailed by Captain Duncan Rowan. Latterly she was sold to T. F. Parks of Malden, who had her name changed, and in whose hands she remained up to the time of her destruction. When burned she lay anchored in the stream at Detroit.

The steambarge Empire, also noted among the lost at Long Point Cut, was formerly the famous side-wheel steamer,built by Captain G. W. Jones at Cleveland in 1844, and was first commanded by Captain D. Howe. She was 1220 tons burden, and the pride of the lakes both in accommodations and speed. D. N. Barney & Company, of Cleveland, her owners, during the season of 1846, if I remember rightly, sold her to Captain H. Randall, who commanded her himself. She met with few mishaps during her career until her remains were cast upon a foreign shore, like many others of the olden time. May their memory ever be kept green throughtout future generations.

RECORD OF VESSEL PASSAGES.

THROUGH THE STRAITS.

MACKINAW CITY, MICH., Aug. 19.—Down—Propeller Allegheny and two barges, tug Moore, 8; propeller Thomas W. Palmer and two consorts, 8:30; City of Cleveland and two vessels, 3 p. m; Tioga, 3:15; Juniata, 4:30; propeller Waverly, 10:20 a. m.

Up—Propeller Montana, 6 a. m; schooner A. P. Nichols, 7:30; C. C. Barnes, 11:30; tug Gladiator with four barges, 1:30 p. m.; propeller Annie Young, 5.

Weather calm.

MACKINAW CITY, Aug. 20.—Down—Propeller Philadelphia, 4:40 a. m; schooners Swallow and F. A. Georger, 5; tug Swain, 5:10; propeller Alma Monroe, 7:10; Syracuse 8:50; Charles J. Kershaw, 2 p. m; N. K. Fairbanks with schooners B. F. Bruce and J. S. Richards, 4; schooner C. G. Mixer, 5:50; propeller Pacific, 6:30.

Up—Schooner M. F. Merrick, 7:10 a. m; Hartford, 9; George 10:30; F. L. Danforth, 10:40; steamer Andy Johnson, 11; propeller Oneida, 4 p. m; Lehigh, 5:40; propeller Commodore, 9:40; Delaware, 10:10.

Wind east, fresh.

MACKINAW CITY, Aug. 21.—Down—Argonaut, 6:30 a. m; schooner Bay State, 6:40; tug Kate Williams with schooners Red, White and Blue, Homer, General Franz Siegel, 7; tug Major Dana, 8; schooner Charles Luling, 9:15; Golden Fleece, G. T. Boyce, Lottie Cooper, Jennie, Newsboy, Commerce, American,Halsted,Mary D.Ayer, Lotus, Belle Mitchell, George Steele and Belle Brown, 11; M. W. Page, Ada Medora, S. B. Pomeroy, 11:30; Constitution and M. A. Muir, 1 p. m; Flying Cloud and Watertown, 1:10; propeller Erin, 1:30; Westford and three barges, 2; Wm. H. Barnum with schooner Marengo, 3:20.

Up—Starucca, 4:10 a. m; Russia, 7; City of Rome with schooner Red Wing, 11; S. C. Baldwin with barges, 12 m; schooner City of Sheboygan, 2 p. m; propeller Boston, 8:10 p. m.

Wind east, light.

MACKINAW CITY, Aug. 22.—Down—Propeller Avon, 6 a. m; schooner David G.Fort, 8:40; propeller Armenia, 9:10; Raleigh with schooner Niagara, Lucerne and Frank D. Barker, 2:10; C. Tower and Consort, 3:30; Joseph L. Hurd, 4; Chicago, 7.

Up—Propeller Vanderbilt,7:20; schooner L. M. Mason, 10:30; propellers J. H. Farwell and consorts, and H. B. Tuttle with schooner S. H. Foster, 2:40 p. m; Boston and Rochester, 5:30.

Wind northeast, light.

PASSED PORT COLBORNE.

PORT COLBORNE, Aug. 19.—Up—Schooners A. L. Andrews, Grindstone island to Chicago; St. Louis, Port Dalhousie to Toledo; Jennie White, Ogdensburg to Cleveland.

Down—Schooner F. B. Gardner, Manitowoc to Ogdensburg; steambarge Nipigon and three barges, Pequaming to Ogdensburg; propeller Cuba, Chicago to Montreal.

Wind north, light.

PORT COLBORNE, ONT., Aug. 20,—Up—Schooners W. J. Suffel, Hamilton to Cleveland; L. Seaton, Oswego to Sandusky; St. Lawrence, Sodus Point to Chicago; Blazing Star, Charlotte to Detroit.

Down—Schooners F. J. King, Manistee to Kingston; I. N. Foster, Toledo to Ogdensburg; steambarge Lincoln and one barge, Toledo to Kingston.

Wind southwest, light.

PORT COLBORNE, ONT., Aug. 21.—Up—Schooners J. H. Breck, Kingston to Cleveland; Samana, Ogdensburg to Sandusky; Hoboken, Sodus Point to Chicago; steamship W. L. Frost, Ogdensburg to Chicago; propeller California, Montreal to Chicago; steambarge Abercorn, Sodus Point to Saginaw City.

Down—Schooners E. Blake, Emerson to Garden island; Mary Copley, Sandusky to Ogdensburg; W. H. Oades, Detroit to Oswego; Clara Youell, Cleveland to Brockville; steambarge Clinton and two barges, Chicago to Kingston; propellers Canada, Duluth to Montreal; John Pridgeon, Chicago to Ogdensburg.

Arrived—Jesssie Scarth, Cleveland.

Wind south, very light.

PASSED DETROIT.

DETROIT, Aug. 19.—Passed up, morning—Propeller Germania and four barges, 2; propeller Oneida,3:40; propeller Wocoken and consort, 4; tug Colton and schooners Reindeer, L. Provost, A. Ford, J. Rice,4:20; propeller J. P. Donaldson and two barges, 5:20; P. H. Birckhead and four barges,6:30; Wallula and schooner M. E. Tremble, 6:50; D. F. Rose and three barges, 8; D. W.Rust and consorts, 8; tug Niagara and Reindeer fleet, 8:10; Sweepstakes and schooners C. Foster, H. W. Sage, 10.

Afternoon—Propeller S. Chamberlain and schooner Martin, 12:30; propellers Delaware, 12:40; Lehigh, 1:10; barge R. Wallace and consort, 1:50; propellers Commodore, 2; Wm. A. Haskell, 2:10; propeller W. H. Barnum and schooner Marengo, 3; Fred Mercur, 3:10, Forest City, consort, and schooner Ishpeming, 3:30; City of Rome and consort, 4:40; Salina and four barges, 5:40.

Down, morning—Propeller Badger State, 1:20; propeller Clinton and two barges, 4:30; Wm. Cowie and two barges, 5; propeller Albany, 11; Newburg, 11:10.

Afternoon—Propeller Canada, 1; barges Iron Duke and consort, 1:30; Oscoda, 1:50; Cleveland and one barge, 2; tug Balize and raft, 2; propeller Sparta and consort, Cormorant and consort, tug Samson and schooners E. C. Hutchinson, S. L. Watson, propeller A. A. Turner and four barges, 3:20; V. Swain and consort, 4:10.

DETROIT, Aug. 20—Passed up, forenoon—Propeller Point Abino, 1; D. Leuty and four barges, 2; D. R. Van Allen and consort, 2:10; Michigan and four barges, 3; propeller Wm. H. Stevens, 3:30; tug Charlton, propeller Northerner, 3:40; propeller J. H. Devereux, 4:10; Kasota and consort, 4:20; H.C. Schnoor, 4:50; Kalkaska, 8:40; Spokane, Glasgow and four barges, E. B. Hale and schooners H. Brown,Thos.Quayle, 9; Business and schooner Kate Winslow, 9:50; tug Porter and schooners D.E. Bailey, Smith and Post, 11:10.

Afternoon—Propeller S. F. Hodge, barge Canisteo and consort, 1; Missouri and three barges, 2; Nevada, Fred Kelly and consorts, 3:10; Passaic and five barges, 4; Vanderbilt, 4:40.

Down, forenoon—Propeller Calumet and consorts 3; Minneapolis and consorts, 5:30; Cumberland and schooners Crosthwaite, E. Young, 6; propeller Alaska, schooner Annie Sherwood, 8; John Pridgeon, Jr., 8:40; propeller Rhoda Stewart and four barges, 9:50.

Afternoon—Propeller Annie Smith and consorts, 12:20; Scotia and three barges, 3:30; Tioga, 4:30; propeller Vienna and consorts, 5:10.

DETROIT, Aug. 21—Passed up, morning—Barges Wm. Corvil and two barges, 1:40; D. W. Powers and one barge, 3; J. S. Fay and consort,4:10; tugs Oswego and schooner Maria Martin, 4:10; Castle and schooners Three Brothers and Owasco, 7; propeller Rochester, barge Cleveland and two barges, 10:20; tug Ballantine and schooner Colonel Cook, 11; barges J. B. Lyon and consorts, 11:10; Oscoda, 12.

Afternoon.—Propeller Boston, 12:20; Colorado, 12.35; Arizona, 4:20; tug Moore and schooner Julia Willard, 4:50. Down, a. m., barge Ketchum, propeller Empire State, 2:40; barge S. Hubbell and three barges, 5:30; propeller Juniata, 7:30; barge Allegheny and two barges, 7:40; propeller Philadelphia, 8:50; barge Bay City and three barges; City of Concord and consort, 11:10. p. m. barge, City of Cleveland, consort, and schooner Joseph Paige, 12:10; propeller Syracuse, 12:20; tug R. Sumner and schooner Johnson, Fitzhugh, Florida, 3:20; Moore and three barges and schooner John R. Noyes, 3:20; propeller China, 3:50.

Late passages: Up—Propeller Lycoming, 8:30; St. Paul, 8:30; barge Oceanica, 8:30; tug Ella Smith and schooner A. L. Andrews, 10.

Down—barge Nelson Mills and three barges, 6; George King and three barges, 7:20; tug Oswego, 9:50; barge J. E. Mills, 12:20.

DETROIT, MICH., August 22.—Passed up, forenoon—Propeller Nabant, 12:20; propeller H. J. Jewett, 2:40; propeller T. S. Christie and schooner H. A. Kent, 4:10; pro-

[*Vessel Passages Continued on 4th Page.*]

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CLEVELAND, OHIO, THURSDAY, AUGUST 26.

THE SYRACUSE CONVENTION.

A convention for the consideration of the best method of improving the canals of New York state convened yesterday at Syracuse, under call of the Union for the Improvement of the canals of the state of New York. We are not fully informed at this writing of the details of the convention or of the policy that will be adopted, but judge from the active interest taken by prominent New York men that the policy will be a liberal one, and that the people of the state, realizing the positive benefits that have come to her through her canals, will advocate that the improvements in the Erie system be forwarded and sustained by the state. Knowing that the Erie canal has been a great factor in her prosperity and that it has been a positive means of making cheap transportation to the seaboard a possibility, as opposed to railroads with full sway, there should not be the slightest doubt in the minds of the delegates at the convention that the Erie canal should be improved fully up to the demands of commerce.

The convention now in session at Syracuse is practically a continuation of that held in Utica some months ago, at which it was urged that certain locks be enlarged, and the deepening and widening of the bed was suggested, the expense to be borne by the general government. A strong faction, however, insisted that the state of New York should undertake and prosecute the improvements.

The original plan for the enlargement of the Erie canal locks was to have two tiers of locks lengthened, all with eastward lifts, and bills to that effect were introduced by Senator Parker and Assembleyman Cutler. Senator Wemple then introduced a bill lengthening one tier of five locks on the Erie canal, as an experiment, all of them having a lift to the eastward. The Senate canal committee added three locks of the Oswego canal to the Wemple bill, and reduced the appropriation from $225,000 to $185,000. The assembly canal committee then made the Cutler bill correspond with the Wemple bill, with the exception of the amount, which was placed at $200,000.

This bill, in its amended shape, then became a law and the superintendent of public works was authorized to cause to be lengthened a certain number of locks to 220 feet long, and not less than 18 feet wide in the clear. If it was an object to lengthen and enlarge five locks it will be seen that the entire system will stand the same improvement; that is, the other locks should be enlarged so as to admit the passage of consort boats, which would add materially to the facilities necessary to get the grain of the northwest to the seaboard as speedily and cheaply as possible.

Much opposition will be felt in the convention from a feeling which is antagonistical to Buffalo, as some of the lower tier of counties and Lake Ontario counties believe the government should defray the expense as against the state taking the responsibility and expense of the improvements contemplated. Buffalo's supremacy has militated against Oswego under the Erie canal system, and the argument will be urged by the southern and Lake Ontario tier of counties that there is no need of artificial waterways running parallel to a natural waterway.

Oswego, for instance, has seen her greatness depart from her. She was at no distant day the largest grain receiving port on the lakes. Her vast grain elevators, now silent, are monuments to this fact. The bustle and activity of her harbors, only a decade ago, are stamped out, and Buffalo now occupies the first place on the ladder of fame. In order to counteract the effect of the influence that the Erie canal was maintaining against Lake Ontario ports and in hopes of regaining the prestige, the new Welland canal was built, but it has not been successful. Many hours elapsed from the time a vessel passed Port Colborne until she passed Port Dalhousie, and it was nat an unfrecuent occurrence for a vessel to pass a week in the locks. But the fact that Welland was a ship canal, soon began to tell on the Erie canal boat system, and made the policy of free toll necessary on Erie. Since that date it has become evident that the enormous amount of grain seeking egress to the lakes must be accommodated by some improved system. We are now on the eve of that in the codvention now in session.

NEW PASSENGER STEAMERS.

The apparent quiet relations which have been going on for some time past with the Star line and Cole & Grummond steamers have come to a terminus and the battle of rates is again on the tapis and for several days it was evident that such would be the result. The steamer Darius Cole was permitted to land at the Star line dock, St. Clair Flats, while the steamer M. D. Ward has all along been shut out. It appears there was an agreement between the Star line and the Cole that there should be no cutting of rates during the excursion period, which the former now claims has been broken, and Captain Mullen, manager of the Star line, accordingly notified Captain Cole that he would no longer recognize the contract nor accept tickets issued by his agents The Star folks claim that the steamer Cole brought an excursion from Lambton, on the St. Clair river, to Detroit and return at a fare of twenty-five cents, which was just one-half of the rate agreed upon. Captain Cole, on the other hand, claims that the Star line first set the example, and not himself. He is now more determined than ever to obtain the supremacy of the route. A new company has been organized, composed of Captain Cole, Captain S. B. Grummond, Wm. H. Stevens, president of the Third National Bank, Detroit, the Globe Iron Works, of Cleveland, and others, for the purpose of building a steel steamer, to run in connection with the Cole. The Globe Iron Works, of Cleveland, will be the builders. The boat will be of the following dimensions: Keel 220 feet, beam 32 feet, depth of hold 9½ feet. When ready the engine of the steamer Keweenaw will be placed in her with large, new boilers, and the entire cost of the new boat will be about $125,000. With this formidable movement it would look like carrying the war into Africa.

It is a notable fact that since the creation of so many novel attractions at the Flats and along the St. Clair river, which have recently been built up, that the travel has increased far beyond the expectation of any who have been acquainted with the history of the Detroit and St. Clair river; and that no fears need be entertained on that score. One thing is quite certain that the present season has evinced the fact that these are no vague ideas which are proven by the enormous travel of the present, and in the strife may the best party win and in the end all realize living returns in the near future. The race, however, is not always to the swift. The people may be assured of the fact that the old fare of one dollar and a half has been wiped out for all future time, and the way is now open for all to enjoy the pleasures of a ride who wish to.

While the movement is going on toward building a new boat, as above given, the Star line do not intend to rest passive, or to be quiet lookers-on, for they, also, have already taken in hand the building of a new steamer, to cost about $160,000 and accommodate 2,800 passengers. She will be about 275 feet long and otherwise well proportioned. Large steel boilers will be placed in her, and a walking beam engine of great power, which will warrant her running twenty-one miles an hour. The experience in the reconstruction of the Greyhound by the Star line warrants them every possible success in the new undertaking.

[*Vessel Passages Continued from 3d Page.*]

peller Clarion and schooner Schuylkill, 4:10; tug Colton and schooner St. Lawrence, 6:40; propeller Mackinaw, 7:30; tug International and schooner Zach Chandler, 10:20; propeller Rhoda Stewart and barges, 11:20; Rube Richards and consorts, 11:20.

Afternoon—Propeller Mary Pringle and schooner John Tibbetts, 1:40; W. L. Wetmore, consort, and schooner George Sherman, 2:20; George T. Hope, consort, and schooner R. B. Hayes, 2:30; Schoolcraft, 3:20; Columbia, consort, and schooner Jura, 4.

Down,—morning propeller C. J. Kershaw 3:50; steamer H. Chisholm and schooners Alva Bradley, and J. F. Card, 4:10; propeller Portage, 5:50; propeller Lowell and two barges, 6:30; propeller Waverly, 7:20; tug Swain and schooners F. A. Georger and Swallow, 7:50; propeller Belle Cross and four barges, 8:10; tug River Queen, 9; propeller Pacific, 9; propeller H. E. Packer, 10:20; Republic and consort, 11:30.

Afternoon—Propeller Don M. Dickinson and four barges, 3:10; Kalkaska 4:30; Wm. Rudolph and two barges 3:10; C. H. Green and consorts, 3:40; propeller S. F. Hodge, 5; tugs Tom Maytham and barges, 5:30; Hercules and raft, 5:30; propeller Jim Sheriffs and chooners Pathfinder, 5:50.

DETROIT, Aug. 23.—Passed up, forenoon—Propeller Ed Smith and barges, 6:30; tugs Oswego and schooners Mineral State, A. Boody, 8:40.

Afternoon—Propeller Maine and three barges, 12:30; Gordon Campbell and schooner Allegheny, 1; D. Ballentine, and schooner Northeast, 1:20; Iron Age and schooner L. L. A. Law, 1:50.

Down, forenoon—Propeller Fairbanks and schooners B. F. Bruce, J. H. Richards, Araxes and two barges, 12:20; W. R. Stafford and one barge, 7:30; propeller Boston, 7:50; propeller George Spencer and consort, 8:40; Erin, 10.

Afternoon—Propeller Avon, barge Niagara, 4:10; Benton and five barges, 4:20; J. W. Westcott, schooner Louis O'Neil, Wm. Brake, propellers Osceola, and Arctic, 4:30; Nyack, 5:20; V. Swain, 1:20.

DETROIT, Aug. 24.—Passed up, forenoon—Tug John Owen, and schooners Michigan, Nicholson, James D. Sawyer, 6:30; propeller Progress, 6:40; propellers Conestoga, Kalkaska, 7:30; Lowell and three barges, 10; propeller Albany, 11:20; tug Metamora and three barges, 12.

Morning, down—Propeller Chicago, 3:40; propeller R. J. Hackett and consorts, 4:10; tugs Jessie and schooners Watertown, A. P. Grover, 6:10; Colton and schooner F. D. Barker, 6:20; propeller C. Tower, jr., consort and yacht Wasp, 6:40; tug Porter and schooners Golden Fleece, D. G. Fort, Camanche, 8:20; propeller Raleigh and schooners Lucerne and Niagara, 9:10.

Afternoon, down—Propeller Oscoda, 2:40; schooner Julia Willard, 3; propeller Dean Richmond, 3:20; James Fisk, Jr.

DETROIT, Aug. 25.—Morning, up—Propellers Continental and consort, C. N. Pratt and consort, 12:40; tug Sweepstakes, 3:20; propellers C. F. Curtis and three barges, 4:20; J. E. Mills, 5:10; tug Park and one barge, 5:20; propeller Wissahickon, 6:30; tug Swain and schooners Hoboken and G. M. Case, 9; propellers J. E. Potts and one barge, V. H. Ketcham and schooner H. J. Webb, 10:40; tugs A. Sumner and schooner A. M. Peterson, Crusader and schooner F. W. Gifford, 11:50.

Afternoon—Propeller Tioga, 1:30; propellers Cormorant and consort, 4; Empire, two barges and schooner Ida Keith .5:30.

Morning, down—Propeller M. M. Drake, 1; Colonial and consorts, 3:30; tug James Reid and schooner Porter, 5:20; propeller A. Everett and schooners Ellen Spry, R. Hallaran, Montery, 3:30; propellers New York, 3:40; Fountain City, 4:50; B. W. Blanchard, 5; tug Jessie, 5.

THROUGH THE SAULT.

SAULT STE. MARIE, MICH., Aug. 19.—Down, this forenoon—Steambarge Bessemer, schooner David Vance, 3:30; steambarge G. P. Heath, 6; tug Pioneer, with scow, 6:30; propeller Waubun, 8; steambarge V. H. Ketchum, 9; tug George Emerson, 11:30; propeller Empire State, 11:50.

Afternoon—Tug John Hickler, 4; tug Charles West, 5; tug Annie Clark, 6; steambarge Republic with schooners Grace Holland and James Couch, 9.

Morning, up—Steambarge M. M. Drake, 10; steambarge R. J. Hackett with schooner Susan E. Peck, 11; steambarge Hiawatha with Minnehaha, 11:50.

Afternoon—Propellers Arctic and Athabasca, 12:30; steambarge Porter Chamberlain with schooners A. T. Mills, Ida Corning, Thomas H. Cahoon, 1:30; propellers Roanoke, Waubun, 2; propeller City of Owen Sound, Ontario, 4:40; tug Natt Stickney with steam spile driver, 6; propeller Nebraska, 7; steambarge Keystone with schooners Joseph G. Watson, Monitor, 8; steambarge Waldo A. Avery, 9.

SAULT STE. MARIE, MICH., Aug 20.—Forenoon, down—Steambarge Henry Chisholm, steamers Alva Bradley, J. F. Card, 1; steambarges White and Friant, schooner Wm. Crosthwaite, Oconto, Sunshine, 5:20; steambarge Oregon, schooner Frances Palms, P. S. Marsh. propeller China, 6:30; steambarge J. M. Sheriffs, schooner Pathfinder, 7:30; propellers Peerless, Dahlia, 8; tug John Martin, schooner Young America, 10; steambarge C. H. Green, schooners Mattie C. Bell, Rosa Sonsmith, 11:30.

Afternoon—Propeller United Empire, tug Record, schooner L. L. Smith, 12:40; propellers Remora, Campana, 3; steambarge J. W. Wescott, schooners Louie O'Neil, Wm. Drake, 7; steambarge S. E. Sheldon, schooner S. P. Ely, S. H. Kimball, 8.

Morning, up—Propeller City of Duluth, 8:50; steambarge T. W. Palmer, schooner Emma L. Coyne, Ogarita 9:40; steambarge Smith Moore, schooner Delaware, propeller St. Magnus, 10:40; steambarge Myles, schooners Gulnair, Undine, 11:50.

Afternoon—Propeller Idaho, 1:30; steambarge Egyptian, schooner Pelican, 2; tug E. M. Peck, schooner Eliza Gerlach, steambarge Colonial, schooner Specular, 4:20; steambarge Clyde, 5.

SAULT STE. MARIE, MICH., August 21.—A. M.—Down — Steambarge Geo. Spencer, schooner David Dows, 5:45; steambarge Onoko, propeller St. Louis, 6:45; tug Edwin Eddy, 9:40. P. M. steambarge J. J. Farwell, schooners J. P. Rutter, Jeremiah Godfrey, 1; steambarge H. B. Tuttle, schooner H. S. Foster, 1:45; steambarge R. J. Haskell, schooner Susan E. Peck, 7:30. A. M., Up—Steambarge Wallula, schooner M. E. Trempe, 7;10; steambarge Superior, schooners Sandusky, Saveland, 8:10; steambarge Fred Mercur, propeller India, 9:20; steambarge New Orleans, 9:10; steambarge J. H. Devereux, 11:30. P. M.; steambarge Chamberlain, schooner John Martin, 1:10; propeller St. Marie, steambarge Iron Chief, schooner Iron State, 2:30; steambarge Forest City, schooner H. H. Brown, Ishpeming, propeller Remora, 3:20; steambarge J. P. Donaldson, schooner Nellie Mason, Brightie, 4:20; steambarge Alpena, Unadilla, G. W. Wesley, 5:15; steambarge Wocoken, schooner Charles Wall, 6; steambarge Kittie M. Forbes, schooner Melvin S. Bacon, steambarge Argonaut, 7; steambarge Spokane 8.

SAULT STE. MARIE, MICH., August 22:—A. M. Down—Steambarge, Osceola, 4; steamer Andrew Johnson, 6; propeller Arctic 8:30; propeller Nyack 9:30; propeller Rhoda Emily, schooner Guiding Star, 10:20; steamer Athabasca, 12:30; steambarge W. B. Hale, schooner J. Bentley, 1:20.

Morning, up—Steambarge Kasota, schooner G. W. Adams, 6:40; steambarge W. H. Stevens, 9:40; steambarge Ohio, schooner H. P. Baldwin, 11:50.

Afternoon—Propeller Winslow, 1:40: tug Niagara, schooners Montmorency, Montgomery, Montcalm, Mount Blanc, 1; Republic, 3:30; propellers, Alberta Wisconsin, 4; steambarge Annie Smith, 5; steambarge E. B. Hale, schooners Fayette, Thomas Quayle, 8.

SAULT STE. MARIE, MICH., Aug. 23—Morning, down—Steambarge Smith Moore, schooners C. K. Williams, Delaware, 1:20; steambarge Colonial, schooner Specular, propeller St. Marie, 2:20; steambarge J. N. Prentice, schooners Shawnee, Gos. Hawk, 5; steambarge D. N. Wilson and schooners Manitowoc, Chester, B. Jones, 6:20; steambarge Glengarry, schooners Glenora, John Gaskin, 7:40; steambarge A. Everett, and schooner Sophia Minch, 9:40.

Afternoon—Steambarge M. M. Drake, 11; propeller Waubun, 3; propeller B. W. Blanchard, 6:15.

Forenoon, up—Steamship J. S. Fay, schooner D. P. Rhodes, propeller Arizona, 8:40; steambarges Northerner, Business, schooner Kate Winslow, 10:40.

Afternoon—Propellers Joseph L. Hurd, Japan, 11:50; steambarge Fred Kelley, schooners Queen City, M. R. Warner, 2:40; steambarge Chauncy Hurlburt, schooner C. G. King, Senator, 5:50.

SAULT STE. MARIE, Aug. 24.—Morning, down—Steambarge Oscar Townsend, and schooner Edward Kelly, 10:15; propeller Fountain City, 6:40; steambarge Nebraska, 8; steambarge Hiawatha, schooners Minnehaha, John Breeden, 10; steambarge Argonaut, 10:40.

Afternoon—Propeller Ontario, 2:15; steambarge Havana, schooners Helena, Genoa, 3:30; propeller Remera, steambarge J. H. Devereux, 5; propeller Toledo, 7:15.

Forenoon, up—Steambarge H. D. Coffinberry, schooner H. R. Newcomb, 6:20; tug Constitution with schooner John Raber, 7:15; tug Annie Clarke, 10:20; propeller St. Paul, 11:10; steambarge G. T. Hope, schooner Polynesia, 8; steambarge Columbia, schooners Comrade, Jura, 8:20.

SAULT STE. MARIE, Aug. 25.—Morning, down—Tug Record, schooners J. A. Smith, Jane Ralston, H. G. Cleveland, J. E. Gilmore, 5; propeller Warmington, 8; steambarge S. Chamberlain, schooner John Martin, propeller R. A. Packer, 11.

Afternoon—Propeller Alberta, 12:15; propeller Waubun, 2:30; steambarge J. S. Fay, schooner D. P. Rhodes, 6:40; steambarge Porter Chamberlain, schooners A. T. Bliss, T. H. Cahoon, 8:10.

Forenoon, up—Propeller Remora, 11:25.

Afternoon—Propeller Badger State, 1; steambarge W. L. Wetmore, schooner Brunette, George Sherman, 7:40; propeller Campana, tug E. W. Peck, schooner Colonel Cook, 8:30.

THROUGH THE STRAITS.

MACKINAW CITY, MICH., August 23.—Down, morning—Schooner Porter, 5:30; John Gordon and propeller Dean Richmond, 6:30; H. D. Coffinberry and consorts, 7:30; tug Castele and schooners Ellen Spry, R. Hallaran and Monterey, 8.

Afternoon—Wilcox and schooners Henry C. Richards, G. G. Houghton, John B. Merrill, Columbian, and F. C. Leighton, 12:15; propeller Connaught, 2:30.

Up—Propeller Lycoming, 6:30; John B. Lyon and consorts, Oceanica, 7:30; T. S. Faxton, 8; Tecumseh with three barges, 8:30; W. A. Haskell, 11.

Afternoon—Nahant, 7.

MACKINAW CITY, Aug. 24.—Morning, down—Propeller New York, 10:20.

Afternoon—Schooner Selkirk, 1:20; D. S. Austin, 3:30; propeller Chicago, 5:40; D. W. Rust and consorts, 6:30; T. S. Faxton, 7:40.

Up—Propeller Arabia, 1:30; City of Grand Rapids, 8.

Afternoon—Schooner Fleetwing, 3:30.

Wind northwest, gentle.

MACKINAW CITY, Aug. 25.—Morning, down—Schooner Narragansett, 6; Cousuello and Adventure, 9; propeller Escanaba and consort, 9:10; Morley 9:40; Yosemite and consort, 11:40.

Afternoon—Schooner Maumee Valley,

1:30; propeller Outhwaite with schooner C. C. Barnes and one other, 4; Montana, 7.

Up—Propeller W. L. Frost, 5; schooners Charles Luing, Maria Martin, and C. C. Trowbridge, 7; Jennie and propeller T. S. Faxton, 7:30; Newburg, 8; Rube Richards and consorts, 9; schooner Higgie, 9:40; J. H. Mead, 10:50; Three Brothers, 11:10; propeller T. S. Christie with schooner H. A. Kent, 11:40; schooner R. B. Hayes, 11:50; Owasco, 12 m.

Afternoon—Propeller Albany, 12:20; the schooner Wm Shupe, 12:30; propeller Progress, 12:40; Favorite, 1; Iron Age with schooner Ellen Spray, 4:30.

Weather calm.

PASSED PORT COLBORNE.

PORT COLBORNE, ONT., Aug. 23.—Passed up—Schooners Ida Walker, Thorold to Toledo; S. Neelon, Collins Bay to Bay City; Willie Keller, Oswego to Toledo; propellers Denmark and Norway, Kingston to Toledo; steambarge D. D. Calvin, Kingston to Manistee.

Down—Schooners M. J. Cummings, Toledo to Ogdensburg; Kate Kelley, Toledo to Oswego; propellers Pacific, Chicago to Ogdensburg; Alma Munroe, Chicago to Montreal.

Wind southwest, light.

PORT COLBORNE, Aug. 24.—Passed up—Schooners W. T. Greenwood, Kingston to Toledo; West Side, Charlotte to Detroit.

Down—Steambarge Bruno and barge Laura, Cleveland to Brockville.

Wind north, light.

PORT COLBORNE, Aug. 25—Passed up—Schooner Bessie Barwick, St. Catharines to Toledo; steambarge Lincoln and barge, Kingston to Chicago; steamyacht Winifred, Oswego to Cleveland.

Passed down—Steambarge Niagara, Manistee to Kingston; Erin, Chicago to Kingston; propeller America, Chicago to Montreal.

Wind southwest, light.

THE West has been boasting for some time about its big five masted lake schooners, but it will soon be able to boast no longer. The Morse firm of shipbuilders, of Bath, Me., is now getting material together for the first five masted schooner for use on salt water. She will be the largest vessel with a fore and aft rig ever constructed, having a carrying capacity quite equal to that of modern square rigged ships, or over 2,000 tons. Not satisfied with this, it is said there is now the possibility of building a six masted schooner, with a carrying capacity of 100,000 cases of oil.—*Maritime Register.*

This sounds high but we have on the lakes now five or six schooners with capacity of over 2500 tons and either one of them is long enough to carry six masts. But lake builders have struck a new theory and will build this winter a 312 foot steamer with derricks rigged for hosting instead of spars for carrying canvass.

THE Northwestern Lumberman in contrasting the success of rafts against constructed log carriers says: While there seems to be no doubt as to the feasibility of shipping logs across the lake by this method, there is considerable doubt in the minds of experienced lumbermen as to the success of the project from a financial point. The barge in the service of the Emery Lumber Company has a contract to bring logs from Georgian Bay to the Saginaw River at $2.25 a thousand feet, and a gentleman of undoubted veracity stated to the writer that a well known tug owner had offered to raft the logs in bag booms at $1.25 and guarantee safe delivery. There is no question whatever as to the feasibility of handling from 2,000,000 to 2,500,000 in a raft, whereas the barges carry only 500,000 to 700.000, and it takes about ten days to make a round trip. It is the opinion of many lumbermen that eventually rafting will be found the most economical method. Several rafts in bag booms have been safely brought from Lake Superier to the Saginaw river. T. H. McGraw, of Bay City, brought one down last season, and is understood to have two or three to bring down to the river this season. A large raft has also been brought down for J. H. Hill & Sons. N. Dunham has brought down 1,800,000 feet, which have been manufactured at Bay City, and the stock, it is said, will bring $23 in this market. He has 1,500,000 feet yet to be rafted from Lake Superior this river.

THE best ore freight of the season was secured yesterday by the H. Chisholm and Bradley, viz: $1.60 from Marquette to Cleveland. This being made before the end of August assures us that the millemium is coming and as owners have watched and waited long they are ready for it.

The Bee line has arranged for three excursions to Missouri, Kansas, Arkansas, Texas and Nebraska, leaving September 8th and 22d, whereby tickets will be sold to the authorized land points, in states as named, upon the basis of one limited fare for the round trip. Free reclining chair cars from St. Louis and the choice of various routes. Extension tickets will be sold by terminal roads to points beyond at about one fare for the round trip upon presentation of our tickets.

[*Around the Lakes Continued from 1st Page.*]

DETROIT.

Special to the Marine Record.

August 24.—During the era of navigation thirty-three years ago, there was a gradual passing away of old steamers which had faithfully served their time, and in one way or another succumbed to fate. Of these may be mentioned the steamer Wisconsin, which ended her career August 24 by collision with the propeller Brunswick, near West Sister, in 1853, after fifteen years' service. Also, later on, August 22, 1862, the steamer Kalloolah was burned at Saugreen, Lake Huron, after nine years' sailing, passing a portion of the time under the name of Collingwood. Another important epoch of the past was the arrival, at Detroit, of the steamer Walk-in-the-Water, August 27, on her first voyage sixty-eight years ago, with twenty-nine passengers, after a five days' voyage.

The steamer Eighth Ohio, which was launched here a month ago is being finished as rapidly as circumstances will permit. She is owned by E. W. Hudson, of this city, who intends to give her a new name. What disposition is to be made of her when completed has not yet been determined.

The steamer Greyhound, on Friday afternoon, made the run from Detroit to the mouth of the Detroit river, in one hour five minutes and thirty seconds, which is fast traveling. Captain McKay says she handles like a charm.

The steamer Alaska gave an excursion on Wednesday to Put-in-Bay to an organization known as the brass finishers of this city, which was largely patronized.

The propeller City of New Baltimore, while en route from here, broke her shaft at the head of Belle Isle, and was compelled to return and land her passengers.

The steamer Evening Star, since going to Toledo for excursion purposes, has had some difficulty with the authorities of that port. Captain G. F. Hosmer, her master, it appears, neglected to apply to the local inspectors for an excursion permit, and it is also claimed that he carried more passengers than the law allows and failed to keep a passenger list as required by law. Pending an inquiry into the matter Captain Hosmer's license has been revoked and he has returned home.

The Detroit Drydock Company have for some time past had a contract for building a large steamer for the Flint & Pere Marquette Railroad Company, but owing to the recent strikes and continued labor troubles, the commencement of the work has been postponed, and it is not unlikely the contract will be sub-let to some other shipyard, and in so doing a large saving netted, as wages and material are at much less figures.

There has been no special change in lake freights the past week at this point, although there has been a number of charters, wheat to Buffalo at 2¼c, to Oswego 4½c, Duluth to Detroit 4½c, the latter the best charter of the season.

J. C. Goss, the sail maker, keeps up his usual force of men, and is at present getting up a suit of sails for the schooner Wayne, and a foresail for the Alcona.

The steambarge S. Sheppard broke her shaft and lost her wheel Saturday, below Bar Point and was towed up to this city by Captain Mills' tug Hercules.

The Cole Grummond combination has decided to build another river steamer to run opposition to the Star Line next summer. Capitalists of Detroit and Cleveland are interested in the enterprise. The new boat will be 220 feet keel, 42 feet beam and 9 feet hold. The hull will be of steel. The engines of the old Keweenaw will be utilized. The boat, exclusive of the engines, will cost about $125,000. It is thought that the rapidly increasing river trade will furnish ample business for two lines.

The license of Captain G. F. Hosmer, of the steamer Morning Star, is said to have been revoked. She has been running between Toledo and Detroit as a passenger and excursion boat, and Captain Hosmer is reported to have failed to make proper reports. It is also claimed that he carried more people than the steamer was allowed.

The scow Grace Amelia will be rebuilt here immediately. She is owned by E. W. Hudson, Esq., of this city. HALL.

FRANKFORT.

Special to the Marine Record.

Schooner Gesine, an old timer, but well preserved, was weatherbound here Sunday. She was built at Manitowoc thirty-three years ago.

Tug Duncan Robertson, of Grand Haven, has a cabin placed on her, and is taking a pleasure party around the lakes. She was here Sunday.

The U. S. supply steamer Dahlia called here Sunday, leaving oil, etc.. for the lighthouse.

Schooner Christine narrowly escaped running ashore on Point Betsy about 2 o'clock Friday morning. She came from Sheboygan and made the Point light. The air was smoky and dim, and the captain mistook the Betsy light for the pierhead light, but saw his error and put her about just in time to prevent her going ashore. Captain Bacon claims that the light did not flash, but was a fixed light. This can scarcely be, as it is a flash light, and must have flashed or else the clock work was out of order.

BURMEISTER.

BUFFALO.

The Lake Erie Boiler Works, Hammond & Coon proprietors, have recently put into their boiler shops the best and latest improved machinery for the manufacture of heavy marine boilers that can be found in the world. This firm makes a specialty of heavy marine work and can build without a fault in as short a time as any firm in the country. The four boilers now being furnished at these works for the Anchor line steamer Susquehanna have been pronounced by experts to be the best constructed boilers they have ever seen.

Lake receipts for last week included 1,875,460 bushels wheat, 1,089,970 bushels corn. 105,900 bushels oats, 10,000 bushels rye a total of 3,080,438 bushels grain. By canal were shipped 1,269,460 bushels wheat, 402,130 bushels corn, 12,350 bushels oats—total 1,683,980 bushels. Railroad shipments from elevators were 314,100 bushels wheat, 193,600 bushels corn, total 507,700 bushels. Coal shipment by lake for the week were 50,410 tons, and for this season 843,450 tons, against 806,510 tons last year, a gain of 36,940 tons.

The Sand Beach tug was successfully launched Saturday afternoon at 5 o'clock at the Evans ship canal. She is a steam launch and was built for the United States Government by David Bell of this city. She is 46 feet long, 9 feet in beam and 6 feet deep, with a draftof 4 feet. She has a pair of high pressure engines with cylinders 6 by 8 inches, a steel boiler 7 by 4½ feet and a 3½ foot wheel. The hull is divided into three water tight compartments. She will be used at the harbor of refuge, Sand Beach, Lake Huron, as a dispatch boat and also by the superintendent at that place for setting buoys. She was fitted with steam Monday, after which the official test was made of her revolutions and speed on a five hours' run. Early next week she will be sent to Sand Beach. Mr. Bell's men have been occupied for three months in building the launch, which is the fifth boat he has made for the Government, the other four having been revenue cutters. The first cutter was built ten years ago and her speed has never been excelled.

The propeller Dean Richmond, belonging to the Union Steamboat Company, of Buffalo, is offered for sale.

Charles J. Clarke, chief engineer of the Western Transit Line steamer Syracuse, who was recently appointed Government boiler inspector for this district, has resigned the former position and in a few days enters upon the discharge of the his new duties. The first engineer of the Araba will go on the Syracuse, and the first of the Empire State take the Arabia.

The Express says the barge Theodore Perry, bound from Saginaw to Tonawanda, in tow of the steambarge Bay City, with lumber and shingles, when off Point Austin, Lake Huron, sprung a leak and careened over, losing part of her deck load. Careening to the other side she lost more of it, and then righted with 4½ feet of water in her hold. She was kept afloat by pumping until she arrived at Tonawanda. She was found to be short 10,000 feet of lumber and 140,000 shingles. The cargo is insured for $5,000 in the Continental—$3,000 on the deck load, and $2,000 on all under deek. Mr. W. B. Dimmick went to Tonawanda to look after her.

A dispatch was received by Messrs. Smith & Davis saying that Captain McLeod had gone to Kingston to look after the wheat cargoes of the propeller Clinton and barges Grimsby and Gibralter, which are reported wet. They are insured for $13,000 in the Phœnix.

A telegram from Captain J. J. Rardon to Mr. O. T. Flint, says that he has arrived at Alpena with the schooner Sheldon. He started from Presque Isle with a tug and lighter to release the schooner Newsboy, bound from Port Edward with a cargo of 35,000 bushels of wheat.

A telegram to Smith, Davis, & Company says that the canal boat Joseph Dimmers is at Little Falls with four feet of water in her.

The steamer Queen of the West, recently bought by Palmer, Johnson and others of Cleveland, arrived with a wheat cargo from Toledo. After discharging it she went into dock for a new wheel. Captain Charles Millan was relieved of command, which was given to Captain Charles Hutchinson.

It is stated that a settlement has been made of the damages done last spring to the schooner Sciota by one of the Lehigh Valley steamers.

The freight house of the Lehigh Valley line at the Tifft farm is to be enlarged at once.

EAST SAGINAW.

Special to the Marine Record.

As was anticipated in my last letter, freights have at last taken a rise, the advance being 25c all around, which gladdens the hearts of the vessel men in the carrying trade from the Saginaw Valley.

The lighter Jumbo, loaded with brick, struck a snag in the Tittabawassee river on Thursday and sunk in eight feet of water. Her cargo is being removed and she will be brought to the city for repairs.

The tug Nat Stickney was in the river during the week, but left again for the Soo.

The ferry Daisy Lee now carries lady passengers all day for 10c, provided they do not leave the boat.

A character, known along the docks as "Old Tommy," walked off the dock, near the fire tug station Saturday night, and but for the promptness of the crew of the tug Charles Lee, would undoubtedly have been drowned.

Mr. Heyde, of Bay City, has purchased the old boat house property of J. T. Burnham, and will erect a stave and hoop mill on the site, giving employment to sixty men.

The steamer C. P. Fish, after transferring passengers between the two cities, finishes up her days by towing brick lighters up the Tittabawassee.

The tug Roy was in Bartlett & Company's slings for a new strap around her broken stern bearing, a loose wheel, etc.; the fire tug Lee for a new rudder post; the Tom Maytham for repairs to boiler; the Boyd and C. P. Fish for cleaning boilers.

H. H. Smith, of Buffalo, has opened a commercial brokerage and shipping agency in this city.

The barge Matilda, of the Pinet line, came in on her last trip minus her foremast. A new one is to be put in her at Bay City.

The boiler of the tug J. P. Logie has been condemned and the craft consequently laid up. The Logie belongs to the Boom Company, and will not come out again this season. This makes three tugs laid up on account of their kettles giving out, at this port.

The tug Robert Boyd has been chartered by the Boom Company, and will work in the Jessie P. Logie's place. SHAW.

MANITOWOC.

Captain M. E. Parker, watchman on the steambarge Annie Smith, fell through an open hatch and was instantly killed.

Henry B. Burger has purchased the interest held by the late G. S. Rand in the Manitowoc drydock and shipyard at Manitowoc, Wis., thereby becoming the sole owner of said property. He has had twenty-eight years' experience in ship building, thirteen of which he has been managers and partner in the firm of Rand & Burger; has made the models for all vessels built by them during that time, and is confident that he can give satisfaction to all who may intrust him with work in the above line.

ALPENA.

The schooner Newsboy went ashore three and one-half miles north of Presque Isle light, near Black's Point. She was laden with oats, bound down. The tug John Martin went to her assistance and after several hours' work released her.

The wrecked schooner Thomas P. Sheldon is in port waiting weather.

OWEN SOUND.

The steamer Frances Smith, which was seized by the American authorities at Mackinaw, has been released and arrived here. Her officers refused to give any particulars, but is it reported the steamer was released on a $16,000 bond.

PORT HURON.

The scow F. X. and schooner Fleetwing are receiving new spars at Dunford & Alverson's drydock.

Captain Wm. Forbes, of this city, will launch his new barge at Bay City next week.

While the barge Morley was lying at Jenks' dock on Monday she grounded in fifteen feet of water. She released herself after an hour's hard work.

Henry McMorran has seized and brought to this city a lot of the pontoons owned by Captain S. W. Murphy, which were lying at Windsor, Ont.

The schooner Thomas P. Sheldon, which was sunk in Lake George, has been unloaded at the Soo, and left Friday morning for Port Huron, where she will be docked.

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Yard, Old River Bed, ft of St. Paul st.,

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Owners and masters of vessels wishing to get cargees of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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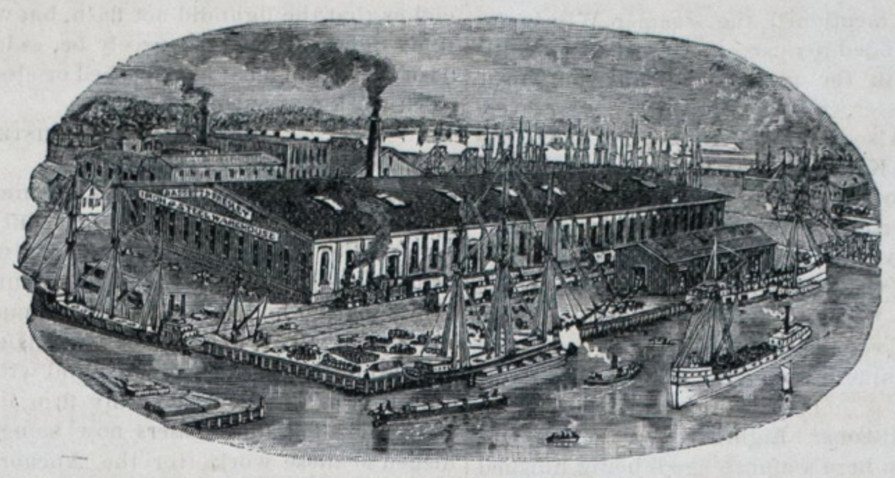

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The steam yacht Enterprise now at Congress Lake, near Canton. Length 35 feet, beam 9 feet, depth 4 feet, draws about 2 feet 6 inches. Has carried 64 passengers. Engine 5x5 high pressure. In good shape, and will sell for $400 at Congress Lake. Address

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This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a dratt of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

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Steel hull 60 feet over all, 10 feet beam, 6 feet hold. Engines fore and aft compound, 8 and 14x12. Otis steel boiler, return flue, 110 pressure. Complete passenger outfit for forty-three passengers. Speed 12 to 16 miles. H. F. LOOMIS, 151 Arlington-st, Cleveland.

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This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

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Commencing Sunday, May 30, 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express.....	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation.....	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York & Boston Ex..	*11 40 A M	*12 NOON
No 12, N Y & B Fast Express.....	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk.....	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky...	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express.....	*12 15 A M	*12 25 A M
No. 23 Cleveland Express.....	*2 15 A M	
No 3, Chicago Express via " ..	§6 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	.....	†6 30 A M
No 21, Toledo Ex via Norwalk...	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky..	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk.....	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only...	.....	†4 30 P M
No 27. Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger.....	*9 00 P M	.....
Local Freight.....	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Pascenger	*4 46 P M	*4 51 P M
Local Freight.....	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:40 a. m., *1:35 p. m.

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Depart—*6 24 a. m., *9:10 a. m,. *5:05 p. m.

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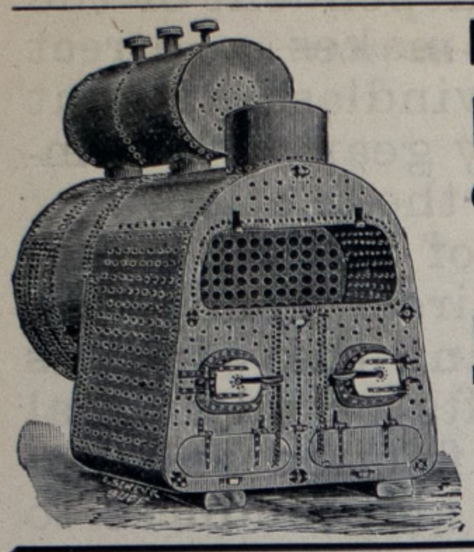

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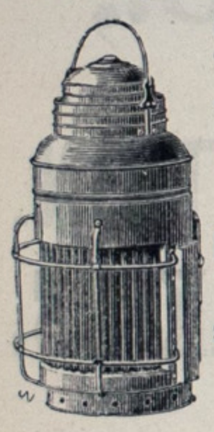

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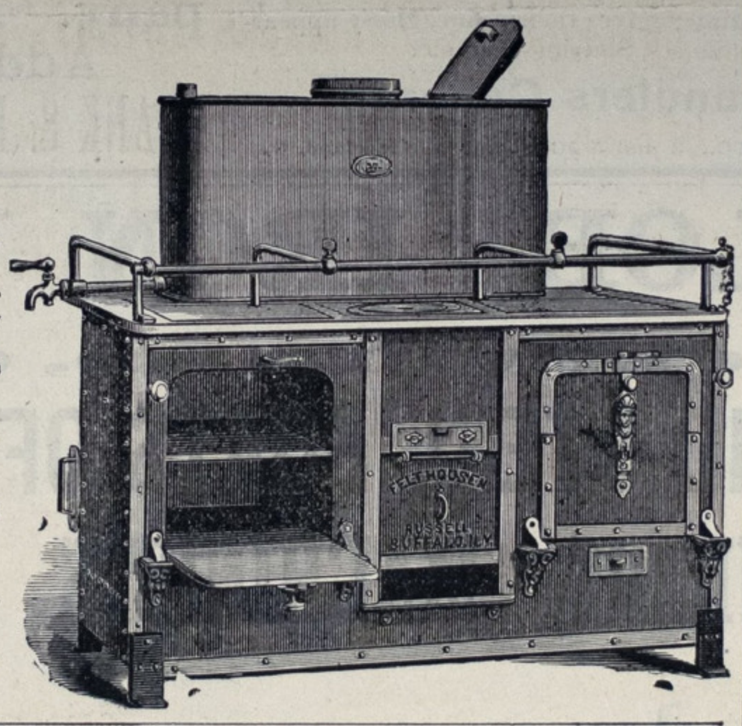

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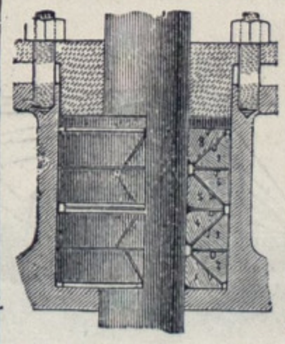

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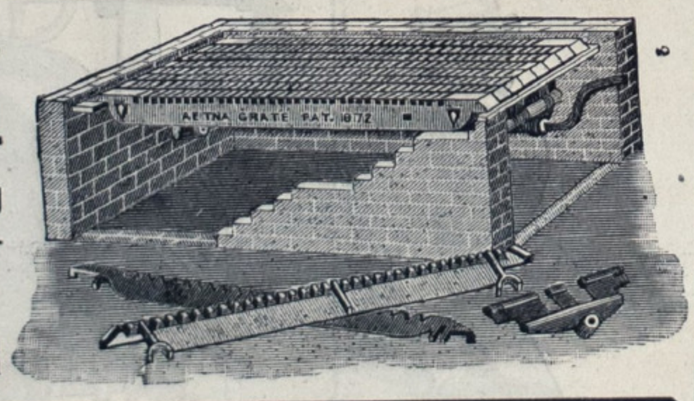

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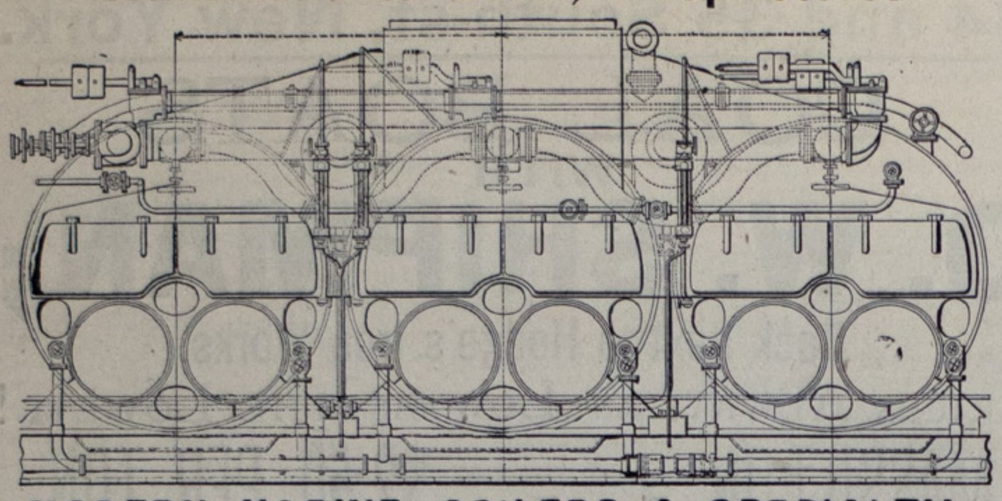

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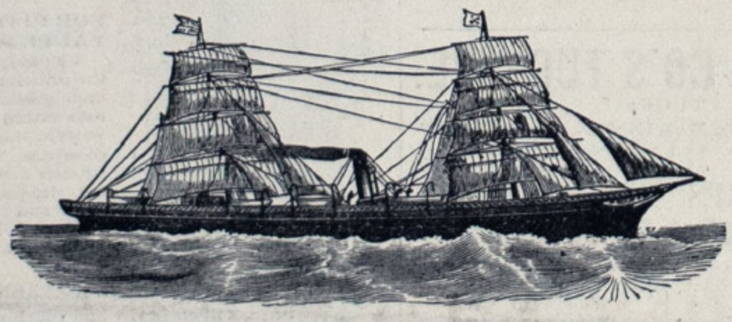

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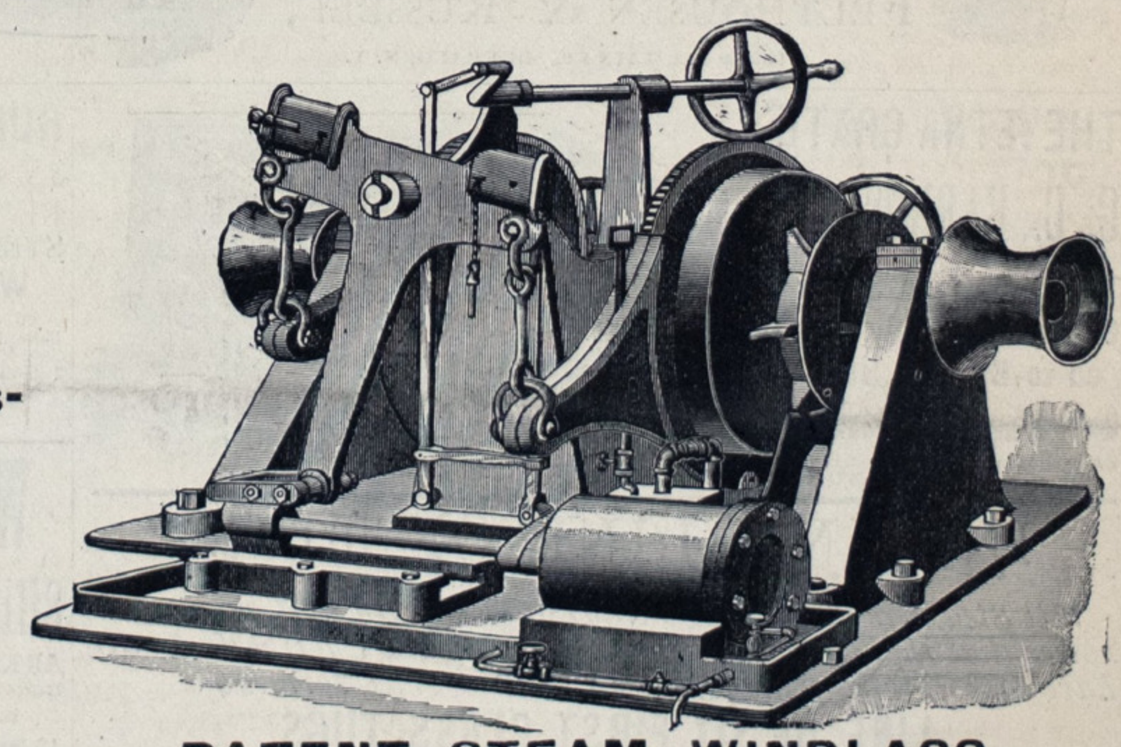

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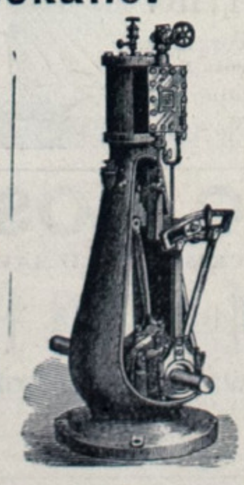

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